

# TO CHANGE SEA RULES IN FOG

United States Will Try to Stop Speeding in Thick Weather.

## MONROE WRECK FOUND

Old Dominion Liner On Proper Course With Foremast Showing.

## BERRY BLAMES JOHNSON

Nantucket's Commander Says Other Captain Violated Rules and Caused Accident.

The United States Government will probably take steps to have the international sea rules amended so that vessels in foggy and thick weather will be required to halt when moving objects cannot be discerned within a radius of one-eighth of a mile.

This expected action is prompted by the ramming and sinking of the Old Dominion liner Monroe by the Merchants and Miners steamer Nantucket, which occurred on the high sea off the Virginia Capes.

The report of Federal Inspector Tapley on the disaster has been submitted in Washington. Further action may be taken to-day.

Inspector-General Usher announced that the Federal investigation has already ascertained the speed of the vessels and has fixed the responsibility, but he did not disclose the findings.

The sunken liner Monroe has been found with her foremast partly above water and on her proper course.

Capt. Berry of the Nantucket has issued a statement in which he throws the blame for the collision on Capt. Johnson of the Monroe. Berry says that the Monroe disregarded the rules and was going at full speed at the moment of the collision.

## WOULD AMEND SEA RULES.

Government Will Probably Try to Have International Action.

WASHINGTON, Feb. 1.—As the result of the ramming and sinking of the Old Dominion liner Monroe by the steamer Nantucket, it is probable that efforts will be made at once by the Department of Commerce to have an international law adopted requiring steamships to come to a full stop as possible and remain stopped as long as the lookout or the captain on the bridge is unable to distinguish moving objects clearly within an eighth of a mile.

The Department of Commerce has full power to prescribe such a rule on navigation within the jurisdiction of the United States, but on the high seas it would be necessary for the maritime convention to which the United States is a signatory power and to which twenty-five or thirty other nations also have subscribed.

In the past it has been difficult to get this convention amended.

George Usher, supervising inspector-general of the steamboat inspection service, said to-night that he was strongly in favor of the eighth of a mile rule for navigation on the high seas and he indicated that he would recommend to Secretary Redfield that action be taken to have such a rule adopted.

## Testimony Received.

Robert E. Tapley, inspector in charge at Norfolk, arrived in this city this morning and personally put into the hands of Inspector-General Usher a type-written report containing sworn testimony and affidavits of the crews of both boats, the testimony of Capt. Johnson of the Monroe and that of Capt. Berry of the Nantucket.

It is the belief here that the captain of the Nantucket will be held responsible to some degree for the collision and that within a few days Secretary Redfield will convene a special board at Norfolk to try the person or persons responsible for the disaster.

It is considered significant that the Nantucket, which cleared from Boston, maintained her schedule up to within a few moments before she struck the Monroe. This would indicate that she was running at only slightly less than her regular speed notwithstanding a thick fog.

Gen. Usher and Secretary Redfield will review the report to-morrow morning, and it is believed that action will be taken before the close of the day.

The point at which the collision took place was in international waters, or on the high sea, and under international law it is provided that in time of fog, heavy rain or snow storms or in thick weather vessels shall proceed at a moderate speed. It is left to the discretion of the captain as to what constitutes moderate speed.

"Our work in connection with this collision was to ascertain the cause and to fix the responsibility," said Gen. Usher to-night, "and we have done both. We have the log of the steamship Nantucket, and the log of the Monroe went down with her."

Gen. Usher indicated, however, that the log of the Monroe was not important. The statement of Capt. Johnson of the Monroe to the Government was substantially the same as that contained in

# TO RAISE LA HOGUE HULKS.

Relics of Battle in 1692 Said to Contain \$1,000,000.

Special Cable Dispatch to The Sun.

PARIS, Feb. 2.—The French Admiralty has invited tenders with a view of raising thirteen ships which were sunk by the English in 1692 off Cape de la Hogue. The hulks are reported to carry 1,804 guns and \$1,000,000 in bullion.

The battle of La Hogue was the result of Louis XIV's anger at the failure of his expedition sent to Ireland for the purpose of restoring James II. to the throne. In the battle the English fleet was composed of sixty-three vessels and the Dutch fleet of thirty-six vessels. Against this formidable combination Admiral Tourville sent fifty-one vessels.

Just before the battle Tourville called a council of war and all his officers opposed the idea of fighting the English. Tourville, however, showed them a written order of the King and this decided the matter. The French were overwhelmed and defeated. Their vessels took refuge in different parts of Brittany and Normandy. Those which accompanied Tourville fled to La Hogue and Cherbourg, where, French history says, they were sunk rather than surrender them to the English.

# MARTYRS' MONUMENT BRONZE EAGLE STOLEN

Thieves Sell Ornament From Brooklyn Park for \$24 to Junk Dealer.

When John Malone, foreman of the Park Department, in charge of Fort Greene Park, Brooklyn, made his rounds yesterday morning he found that one of the huge bronze eagles placed on balls around the base of the prison martyrs' monument was missing. There were four of these eagles and each weighed 800 to 1,000 pounds.

Malone notified the Clason avenue police station and Detectives McVea and Donlin were sent out. On one side of the marble platform on which the tall pillar is set they found the grass crushed. They followed the trail of crushed grass to the wall and on the sidewalk just outside they found a trail of wet wheels.

They followed the wheel marks for a block or two when the trail was lost. Two or three blocks further on they found an abandoned wheelbarrow. They began a search of all the junk shops in the neighborhood and at noon they found the missing eagle.

It was hidden in the rear of the junkshop of Bernard Sevitsky, 49 St. Edwards place. Both wings had been broken off. The detectives found a melting pot which contained bronze. A fire was under the melting pot. Sevitsky was locked up charged with receiving stolen goods.

He said two men came to him Saturday morning and said they knew a man who wanted to sell a bronze eagle. Sevitsky said he would buy it and lent the men his wheelbarrow. The men returned at 11 o'clock Saturday night with the bronze eagle. He paid them \$24 for it. They told him, he said, that they had three more eagles to sell which were just the same as the one he bought and he agreed to buy them at the same price.

The prison martyrs' monument was dedicated by President Taft in 1908. It cost \$135,000, of which the Government paid \$100,000. The late Stanford White designed it. The main part is a shaft 12 feet thick and 174 feet high.

## DR. AKED AND DR. ELIOT AGREE.

Former New York Pastor Questions Divinity of Jesus.

SAN FRANCISCO, Feb. 1.—The Rev. Dr. Charles F. Aked, formerly of New York, astonished his hearers in the First Congregational Church to-day when he announced that he agreed with the recent statement by ex-President Eliot of Harvard denying the divinity of Christ. He said in part:

"As to the creed of the miraculous birth of Jesus, let us examine the books of the New Testament. Mark did not speak of the birth of Jesus; John, who wrote mostly of the death and ascension of Christ, did not speak of His birth; Luke said he was a Jew of the house of David, but he did not say he was the son of God. It is conceded Luke got his information from Matthew.

"The latest investigation shows that Matthew contradicted himself. In the New Testament version of the Gospel according to Matthew he says that Christ was of miraculous birth. In an older manuscript which has been discovered and authenticated as being the work of the apostle Matthew says Joseph was the father of Jesus.

"My conclusion upon this question is that the faith of Mark, John, James and Paul is good enough for me. It is good enough for any Christian. These men say nothing about Jesus having come into the world in a miraculous way. I prefer to stand with them. What do we mean then by saying He was divine? It is a question of quantity and not of quality. There is divinity in us, but so much more in Him that I prefer to call Him divine. Perhaps it would be better to speak of the divineness of man and the divinity of Christ."

## SENDS DINNER BY PARCEL POST.

Woman Offers Complete Chicken Feast for Four for \$2.21.

BOSTON, Feb. 1.—Sarah Mitchell of Durham, Me., is advertising a cook's dinner of chicken, plum pudding, gravy, hard sauce, cranberry sauce, mince pie, pumpkin pie and vegetables delivered any time by parcel post.

She put a little advertisement in a local newspaper and orders began to pour in upon her at once. She sends enough of these good things for four people for \$2.21 including postage. All that is necessary to prepare the dinner for the table is to warm it.

## ENVOY DUMBA BITTEN BY DOG.

Austro-Hungarian Ambassador Injured in Hand.

WASHINGTON, Feb. 1.—The Austro-Hungarian Ambassador, Constantin Theodor Dumba, was bitten in the right hand here this afternoon in attempting to separate his dog from another which had attacked it.

The ambassador went immediately to the United States Naval Hospital, where the wound on his finger was treated by Dr. A. W. Dumb, U. S. N.

# THROUGH IN TIMES SQ. SEES THRILLING FIRE

Men Stand in Windows of "Dowling's" as Flames Lick Their Backs.

## "DON'T JUMP," BEGS CROWD

Diners Rush From Restaurants Bareheaded—Fireman Leaps Two Stories.

Masses of men and women that filled Broadway from Forty-second street north beyond the Claridge early last night saw Dowling's burn so rapidly that when Deputy Chief Smokey Joe Martin arrived on the second alarm he agreed with reporters that never in New York had a fire crackled through a building so quickly.

Dowling's is the name by which the saloon and billiard hall and hotel for men above is known popularly, although when Mike Dowling sold the saloon business to James O'Donnell of Brooklyn two years ago for \$200,000 the place legally became the Lyric Hotel. It was until the early dinner hour last evening, at the southwest corner of Forty-third street and Seventh avenue.

Across Forty-third street on the north-west corner, Shanley's restaurant was filling up with diners when the fire started. At the rear of Dowling's, with only a tiny building between, stands the twelve story Times Square Hotel. On the Times Square side Dowling's is separated from Hammerstein's Victoria Theatre by the narrow Coddington's restaurant and the slightly wider Childs restaurant.

Many Persons in the Place.

At 6 o'clock men and women were sitting in the back room of Dowling's chatting about the tables. Of the sixteen rooms on the third and fourth floors—a billiard hall takes up almost all of the second floor—most of them were either just getting up or still sleeping—all night workers, like Kid Griffo, who was the explanation of Max Kennedy, who came close to being burned to death.

At 6:10 flames were roaring out of almost every window so far that the globe of street lamps at the curb opposite the Times Square front of the yellow brick building and the globe of the lone electric light on the corner were shattered by the heat.

Everybody in the quickly assembled crowd that gathered before firemen or police came—the heat drove them all back a few minutes later more quickly than nightsticks could do it—seemed to know the first name of Dick Murray, salesman, who stood at the window of his bedroom on the third floor.

"Don't jump, Dick!" the throng cried as one.

Dick seemed to be gazing out nonchalantly. He stood up there, his face as white as his shirt-sleeves, but showing no other signs of excitement. He even smiled down reassuringly, as if to tell his friends below that he had no intention of jumping before the firemen came.

Dick is better off this morning because he waited, for in a few minutes a fireman with a scaling ladder had to jump out of solid flame from that same window and thereby came to grief.

Flames Speed Nearer.

And all this time the glass of the windows to the west of Dick Murray's window was tinkling down to the sidewalk as flames burst out in billows from each broken pane. The fire was coming toward Dick's window ledge with almost unbelievable speed. Standing down the street—a reporter for THE SUN happened to be near when the fire started—one could see the flames through the windows skipping from ceiling to ceiling toward Dick's room.

And still there were no firemen in sight. While Murray was standing at his high window it seemed that the firemen were slow about getting on the job, but in later and more calm moments it was plain that the best fire fighters in the world had clanged into Times Square with their usual alacrity. It just seemed long, that's all.

But when the firemen did get there the first thing they did was to run up an extension ladder, and soon had Murray out of danger.

Kid Griffo, one time fighter, who had lived in the hotel for many years, had room No. 1, the room at the southeast corner of the building. Kid Griffo was in dressing when he smelled smoke and also heard yells of "fire!"

"I took a nut chance," the Kid told THE SUN reporter later in Shanley's, while the Kid tried to pull himself together with a tall fireman, "and instead of jumping or trying to find the fire escape I grabbed my hat and overcoat and ran out into the corridor right toward the back of the hotel where the fire had started."

No Time to Go Back.

"I got to the stairs leading out to the Forty-third street side of the building and I saw they were burning. 'This ain't no time to go back, Kid!' I told myself, and I went down through two flights of burning steps with about two jumps to the lights. And I rolled over in the street and slammed up against sharp iron spikes and I was done. I got singed hands and religion to-night, but outside of that I ain't damaged."

Kid Griffo and Max Kennedy were the only persons who got out by way of the Forty-third street side, where the flames were hottest. Kennedy, however, inhaled smoke and flame and may die. All the rest of the rescues were made from windows on the Times Square front of the building with the exception of three persons, a man and two women, led off the roof by Sol Lee, ticket taker at Hammerstein's, and ten theatre employees who had gone to the top of the building with spark extinguishers.

The ticket taker had just arrived on the roof to protect the theatre property when the roof caught fire. The man and two women, who were very weak from breathing smoke. Although some of the bareheaded roomers now were coming down ladders or scrambling along ledges to safety wearing only pajamas, trousers carried over the arm in one case

# CASSIDY IN JAIL, BUT OUT.

He and Walter Get Sunday Holiday; May Hear Verdict To-night.

As it was "go to church Sunday" in Brooklyn yesterday Curly Joe Cassidy and Louis T. Walter, Jr., left Raymond street jail early in the morning and did not return until late in the evening.

Cassidy and Walter have yet to eat their first meal in jail. When Justice Jaycox, who is presiding at their trial for conspiracy to sell a nomination to the bench to William Willett, gave the order Tuesday that the defendants would have to be locked up in Raymond street jail each night there were those who thought Cassidy and Walter would have to undergo great hardships. But Robert H. Elder and Robert M. Moore, attorneys for the men, said that inasmuch as the session in court each day did not end until after 7 o'clock they would be unable to confer with their clients. So Justice Jaycox gave them permission to confer with Cassidy and Walter in the evening after the trial.

Tuesday night the men were locked up in their cells at 11:30 and the next morning they left jail for breakfast and the barber. Each night they have arrived at the jail at about the same hour, so the only hardship they have had to undergo was sleeping in strange beds.

Mr. Elder wanted to confer with them yesterday, so they left jail early accompanied by the deputy sheriff.

# LASHED TO MAST, THEY DROWN ONE BY ONE

Each Sailor Passes the Only Whistle On to Mate as Waves Engulf Him.

Special Cable Dispatch to The Sun.

LONDON, Feb. 1.—The German bark Hera, from Pisagua November 1, went on the rocks near Falmouth in a gale last night and nineteen of the crew were drowned.

The Hera missed Falmouth in the intense darkness and thick weather and hit Gull Rock. The bark sent up rockets and the Falmouth lighthouse launched a lifeboat and started in a tremendous sea to look for the vessel. The bark could not be found for several hours.

In the meantime the Hera had heeled over. Twenty-one of the twenty-four members of the crew embarked in a boat which soon capsized and only five remained the ship, which already had two feet of water on her deck. The bark suddenly heeled until the mast was almost horizontal. The eight survivors climbed to the topmast and clung there with the waves constantly sweeping over them.

The mate, who was in the lowest position and was lashed to the mast, was drowned by the rising tide. Before he died he passed his whistle, which he had been holding as the only distress signal, to the man above him. This seaman blew the whistle until he was engulfed in the same way, when he passed it on to the third man. This man met the same fate, but before he was engulfed passed the whistle to the next man above him. The fourth man was already waist deep in the water when the lifeboat heard the whistle and rescued the five men.

The mate arranged the positions of the men on the topmast, giving the best chance to those of the lowest rank. He sent the cabin boy up first, then the seamen and then the third and second mates. He took the lowest and most dangerous position for himself.

## CONDUCTS ORCHESTRA AT 8.

Child Musician Gives Extraordinary Performance Before the Czar.

Special Cable Dispatch to The Sun.

ST. PETERSBURG, Feb. 1.—An Italian child conductor, Willy Ferrero, who is only 12 years old, conducted the Russian Imperial Orchestra of eighty before the Czar and Carewitsch and the latter's sisters to-night.

The Czar chose the programme, which consisted of selections from Wagner, Grieg and Bizet. The Czar then asked for the Boschoria minuet, which young Ferrero had not rehearsed with the orchestra. The boy after a few bars stopped the orchestra. He told the performers that they were not making enough contrast between the forte and pianissimo passages and then sang to them to show his idea of how it ought to be done.

After the performance the Czar asked young Ferrero his opinion of the orchestra. The boy with conscious dignity replied: "I think it splendid, sire."

## WOMAN IN BIG U. S. JOB.

First Woman Register Will Try to Be a Credit to the Nation.

DENVER, Feb. 1.—Mrs. Mary Wolfe Dargin, who was yesterday officially sworn in as head of the Federal Land office in Denver, declared to-day that she hoped to make her record in office a credit to the nation.

The appointment of Mrs. Dargin by President Wilson as Register is the first recognition of a woman for such an office in the history of the United States.

Mrs. Dargin is a little woman with a gentle voice. She was born in Illinois, but claims descent from the Clays of Kentucky.

## ICE BREAKS, TWO BOYS DROWN.

Companion Also Falls in Pompton Lakes, but is Saved.

POMPTON LAKES, N. J., Feb. 1.—Elmer Piro, 10 years old, and his brother Joseph, 12 years old, fell through the ice while skating on Pompton Lakes this morning and were drowned.

Elmer ventured out 150 feet from shore, where the ice was thin. It broke and as he went under he cried for help. His brother, who was on shore, tried to save him. Just as he was within a few feet of where his brother was the ice gave way.

Another boy, Joseph Anderson, who was with him, skated to shore and summoned the Pompton firemen. He then returned to where his friends went under and he also fell when the ice broke. He held onto the ice.

When Mayor Henry G. Hirschfeld and his volunteers arrived they saved Anderson, but could not see the two brothers. Their bodies were recovered after an hour's work with grappling hooks.

# TO EXEMPT LABOR IN ANTI-TRUST BILLS

Union Leaders Threaten to Fight Democrats All Over United States.

## OPPOSITION BY WILSON

Democrats Seeking Re-election Fear Retaliation if They Don't Line Up.

WASHINGTON, Feb. 1.—Organized labor has started a campaign that extends to every district in the United States and is designed to force the Democratic Congress to incorporate in one of the pending anti-trust bills a provision exempting labor organizations and farmers' associations from prosecution under the Sherman anti-trust law.

An issue has thus been raised which Administration leaders acknowledge may cause much trouble in a political way. Some leaders here say that if any one of the pending bills reaches the White House with such an exemption the President will promptly veto it.

While Democratic leaders are disinclined to discuss the subject one has said that in a recent conference the President expressed disapproval of the exemption sought by labor. This was at a time when the President's anti-trust programme was being whipped into shape by leaders in Congress.

Although Samuel Gompers, president of the American Federation of Labor, has repeatedly demanded amendment to the anti-trust laws expressly providing that they do not apply to labor, the fact was either overlooked or ignored by Chairman Clayton and the other members of the Judiciary Committee, who framed the pending Administration anti-trust measures. This is accepted as indicative of the frame of mind of the committee men who will handle the trust bills in the House if it does not reflect the attitude of the Administration toward this particular labor proposal.

## Hearings on Bills Going On.

Hearings are now in progress on the Administration anti-trust bills and organized labor is preparing to move on the committee. Labor leaders apparently believe the Judiciary Committee will not incorporate an exemption provision in any of the pending bills.

This is indicated in letters received by practically every member of the House and Senate. These letters, written by labor men in close touch with local political conditions in the various districts, call on Senators and Representatives to stand by labor in this "emergency." The letters are phrased in such a way as to make it clear that if the recipients take any action against an exemption amendment labor will retaliate.

In all the letters members are called upon to make a reply outlining their views on the question. This has embarrassed many Representatives, who are constantly dodging issues raised by labor.

In the last Congress the Democratic House incorporated an amendment in the sundry civil bill prohibiting the use of any part of a certain appropriation for the enforcement of the anti-trust law in prosecution against labor unions or farmers' organizations. President Taft vetoed the bill. The measure was re-enacted and was approved by President Wilson.

Conservative Democratic leaders insist that the President's approval of the sundry civil bill must not be accepted as a token that he favors exemption of any class from prosecution under the law. They point out that the exemption carried in the sundry civil bill vetoed by Mr. Taft and later approved by Mr. Wilson applied only to one of the various funds made available for trust prosecutions by the Department of Justice.

It was explained when the President signed the sundry civil bill with the provision relating to labor that his approval of it did not commit him to the principle that any exemptions should be made in enforcing the anti-trust laws. He said he signed the bill because any further delay in obtaining the money provided for the Federal department in the sundry civil bill would work hardships.

## Labor Leaders Puzzled.

Letters received from labor leaders show that they are in the dark as to the attitude of the Administration toward this question. They approved the action of the President in signing the sundry civil bill last year, but are now seeking information as to why an exemption provision was not incorporated in one of the other anti-trust bills offered in the House last week.

The bills in question are recognized as Administration bills prepared under direction of President Wilson and his legal advisers.

If the House Judiciary Committee fails to adopt an exemption amendment, as now seems assured, such an amendment is certain to be presented in the House when the anti-trust bills are called up for action. The fight over this proposal is expected to be waged with great bitterness. In the absence of a definite expression on the subject from the President, the proposal might carry.

Hearings will be resumed to-morrow before the Committee on Interstate and Foreign Commerce and the Judiciary Committee on the anti-trust bills. Joseph E. Davies, Commissioner of Corporations, is expected to discuss the Interstate trade commission bill before the former committee, Samuel Untermyer of New York may appear before the Judiciary Committee in behalf of the three bills in the custody of that committee.

Business men continue to show indifference to the anti-trust bills. Apparently few of them will appear before the Judiciary and Interstate Commerce committees unless asked to do so. The question of inviting witnesses to give testimony will be considered at meetings of the committees to be held this week.

It is understood that the Administration is favorable to the committees' sending out invitations and it is probable that such a course will be followed. The leaders do not want to present the anti-trust bills to the House without adequate hearings, fearing that under such circumstances the measures might be attacked on the ground that the views of the interests affected had not been sought or considered.

# COULDN'T RESCUE YACHT CREW.

F. W. Vanderbilt's Pleasure Craft Will Be a Total Loss.

Special Cable Dispatch to The Sun.

PANAMA, Feb. 1.—A wireless despatch from the steamship Almirante, on which Frederick W. Vanderbilt and party are passengers and which has been trying to take off the crew of the yacht Warrior, which is ashore near Savanilla, off the coast of Colombia, says the steamer was unable to rescue the crew of the yacht owing to the high seas.

The Almirante continued her voyage to New York, leaving a wrecking tug from Kingston, Jamaica, to rescue the crew of the yacht when the weather becomes calmer.

The Warrior is pounding badly and cannot be saved, but there is no immediate danger of her breaking up.

## STRAW HATS AND FUR ANKLETS.

Also Pantaloons Skirts on the Boardwalk at Atlantic City.

ATLANTIC CITY, N. J., Feb. 1.—Straw hats, anklets of fur and pantaloons skirts were features of the fashion turnout on the Boardwalk to-day. The hats were small in circumference, but what was lost in width was made up in height.

These are but harbingers of more ultra styles to follow, it is said, and if such things are shown on the Boardwalk in midwinter what will the Easter promenade show? was the question asked to-day.

The straw hats occasioned little comment, but many of those who have been accustomed to the introduction of freak styles stood aghast when the fur anklets appeared.

## BEST COW EVER IS SOPHIE.

She Has Produced More Milk Than Any One Living or Dead.

BOSTON, Mass., Feb. 1.—The greatest dairy cow, living or dead, is Sophie XIX, the pride of the Hoot farm near Lowell, according to her owner. Ever since this cow produced her first calf, about five years ago, she has had a yearly authenticated test.

With her last and fifth calf she has made 17,537 pounds 12 cents of milk (more than 8,500 quarts) and 1,115 pounds 7 ounces of butter. In her whole milking life of five years she has made 64,253 pounds 2 ounces of milk and 4,428 pounds 2 ounces of butter, an average of nearly 500 pounds of butter a year.

## EVER HAVE A FATIGUE BUG?

Well, If You're Kind of Lazy Maybe You've Got One.

BOSTON, Feb. 1.—Dr. William H. Waters, professor of pathology at the Boston University school of medicine, declares that not only is fatigue the beginning of a toxic condition of the system, but that the longer the fatigue continues the more blocked becomes the system with the poison thus generated until eventually a general breaking down of the entire body ensues. He says:

"Fatigue is the result of excessive amounts of poison turned into the system—the body is suddenly poisoned. If we rest the surplus poison is gradually carried away, but if we continue to keep our bodies in this half-poisoned state continually in time the whole system will become permanently affected by it."

## WOMAN FALLS ON PALISADES.

Too Badly Hurt to Move, She Waits Aid All Night.

HACKENSACK, N. J., Feb. 1.—Miss Margaret Hughes, 48 years old, of 205 West 125th street, Manhattan, was found senseless on the river road between Edgewater and Shadyside at 4 o'clock this morning by Policeman Frank Jorret.

At the Englewood Hospital Miss Hughes was able to say that she crossed the river on a Fort Lee ferryboat last night and started to walk from Edgewater to the home of Mrs. Mary Hanley in Woodhewer, a distance of five miles. In the darkness she wandered away from the road and fell over a small embankment. Her clothes were soaking wet, but nothing that she had met with her accident before the rain stopped at 7 o'clock last night, nine hours before the policeman found her.

At the hospital it is feared that the exposure to which the aged woman was subjected will prove fatal.

## BRENNER HAS A RELAPSE.

Radium Patient's Physicians Admit His Condition is Serious.

BALTIMORE, Feb. 1.—Congressman Brenner, who is taking the radium treatment at Dr. Kelly's sanitarium, suffered another setback to-day and the physicians now admit that his condition is serious. While Mr. Brenner suffered considerable relief, he did not lose consciousness and was able to talk with his brothers, William and Leith, who called to see him with his wife and sister.

## PASTOR ENDS 24,000 MILE TOUR.

Dr. MacArthur Back After Seeing India and Europe.

The Rev. Dr. Robert S. MacArthur, president of the World's Baptist Alliance, after a 24,000 mile tour of India and parts of Europe returned yesterday by the Canadian Carmania.

He was at Rangoon, Burma, for some time and assisted in the celebration of the 100th anniversary of the landing there of the Rev. Adoniram Judson, the American missionary who translated the Bible into Burmese and who converted 7,000 natives to the Baptist faith. Dr. MacArthur said there were now about 200,000 Baptists in Burma.

## SOCIALIST COLONY TOTTERS.

Receiver Asked For and Conspiracy Charged in Oklahoma.

OKLAHOMA CITY, Feb. 1.—The Socialist colony at Milton, governed by the Socialists, has set into the Haskell county court.

Members of one faction, known as the "antis," say that the affairs of the colony can never be satisfactorily adjusted and are asking for a receiver. They assert that they worked in the colony coal mine for many days, receiving scarcely enough to eat and to wear and that they cannot get a settlement for their labor.

The other asserts that the antis are in a conspiracy to get control of the colony in order to lease a section of segregated coal lands soon to be sold by the Govern-

# AIRMEN TO RACE AROUND WORLD

Panama Exposition to Give Winner \$200,000 Prize.

## MUST CROSS OCEANS

Aero Club of America Agrees to Referee Great Contest.

## CROSS-CONTINENT FLIGHT

Aviators, After Reaching New York, Will Go Oversea From Labrador.

Plans for an aerial race around the world under the auspices of the Panama-Pacific Exposition and the Pacific Aero Club were announced last night by the Aero Club of America, which as the representative of the International Aeronautical Federation will referee the event.

There will be a prize of at least \$200,000 for the aviator who drives his machine around the world within ninety days and more quickly than any other contestant in the race.

The contest officials already have put up \$100,000 and expect to have at least \$300,000 to offer in prize. This money, together with the offer of Lord Northcliffe of \$50,000 to the first aviator to fly across the Atlantic Ocean, is expected to stimulate aviators from all parts of the world to get ready for the race, which is scheduled to start next May from the grounds of the exposition.

## Will Fly About 28,000 Miles.

The aviators will fly about 28,000 miles. The course is to be due east across the Sierras, thence by the way of Reno, Nev., to Cheyenne, to Kansas City, St. Louis or Chicago, and then to New York. The route from this city will be along the Atlantic coast to Belle Island, between Newfoundland and Labrador, where the flight across the Atlantic will begin. The distance to Cape Farewell, Greenland, is 810 miles, and that may be the objective point of the aviators. From Cape Farewell to Iceland the distance is 670 miles and from Iceland to Stormyork, on the Hebrides is 570 miles.

The proposed course then traverses the well known routes by the way of Edinburgh, London, Paris, Berlin, Warsaw, St. Petersburg, Moscow and then along the Trans-Siberian Railway, then down through Manchuria to Vladivostok. The next leg is across the sea to Korea, thence north to Kamchatka and along the coast either to East Cape or to the Aleutian Islands.

The crossing to the North American shores varies from thirty to two hundred miles. From Alaska the course will be southward to Vancouver, Seattle and home to San Francisco. Certain cities will be designated as central points and at those places contestants must make stops.

## Race Open to All Aviators.

The Aero Club of America received telegrams yesterday from Panama-Pacific Exposition officials and from Guy T. Slaughter, president of the Pacific Aero Club of San Francisco, explaining the plans for the air craft race around the world. The telegrams also said that the regular application for the sanction of the Aero Club of America had been mailed and should arrive here on February 4. The messages explained that the race would be open to all air craft driven by motors.

"The race," said a statement from the Aero Club of America, "is to be under the rules of the International Aeronautical Federation, and the Aero Club, as the representative of the federation in America, will grant the sanction and will officiate."

Alan R. Hawley, president of the Aero Club of America, wired the club's congratulations to this exciting contest to the officials of the exposition and the Pacific Aero Club that they will have the Aero Club of America's full cooperation.

Capt. Thomas Baldwin, who landed a dirigible balloon for the United States army at one time and who was the first man to fly in China and Japan, said last night he did not see any great difficulty in the around the world flight.

## Atlantic Greatest Obstacle.

He pointed out that the greatest obstacle would be across the Atlantic Ocean, and for this trip special machines with arrangements to carry provisions and fuel for twenty hours at least must be constructed.

"Except for the flight across the Atlantic," said Capt. Baldwin, "the race will not be difficult. I figure that the aviators will have to travel 25,000 miles. Of course it will be necessary for two pilots to travel in each machine so that they can relieve each other."

"Motors now are made so that they are fairly reliable and the trips across the water for stretches of 200 to 600 miles may be accomplished with comparative ease. The trip by land over Europe and Asia will be made without great difficulty and arrangements for crossing the Bering Strait will journey success at that stage of the journey."

Henry D. Wadsworth, member of the different committees of the Aero Club of America, said last night over the radio:

"An airplane race around the world," he said, "is a stupendous conception. While the rules have not been set forth, it is naturally to be expected that the aviators will be required to fly over the